

OMV VESSEL CLEARANCE WARRANTIES 2022 CRUDE

VESSEL NAME	
IMO NO.	
DATED	
CONTACT DETAILS	NAME: EMAIL:

PLEASE ANSWER ALL QUESTIONS OF THE VESSEL CLEARANCE WARRANTIES (NUMBERS 1 TO 7) IF THE SUBJECT VESSEL HAS BEEN NOMINATED FOR CLEARANCE AND IS INTENDED TO CARRY CRUDE CARGO(ES) FOR OMV GROUP.

THE FOLLOWING DOCUMENTS ARE REQUIRED FOR AN OMV VESSEL CLEARANCE:

- OMV VESSEL CLEARANCE WARRANTIES 2022 CRUDE
- Q88 IN INTERTANKO FORMAT (NOT OLDER THAN 4-5 DAYS)
- CREW MATRIX IN OCIMF FORMAT (NOT OLDER THAN 4-5 DAYS)
- MOORING TAILS CERTIFICATE CLEARLY INDICATING THE ELONGATION VALUE AT BREAK (applicable for Trieste SIOT Terminal)

MORE DETAILS ABOUT THE REQUIRED DOCUMENTS UNDER SECTION 1B-1D.

PLEASE SEND THESE DOCUMENTS TO vetting@omv.com

VETTING

Technical Terms

1. GENERAL TERMS AND CLEARANCE DOCUMENTATION
2. SUPPORTING DOCUMENTS
3. OMV VETTING INSPECTION
4. PORT COMPLIANCE
5. SIOT TERMINAL COMPLIANCE

Sanctions Terms

6. US AND EU / UN SANCTIONS
7. FLAG HISTORY

TECHNICAL TERMS

1. GENERAL TERMS AND CLEARANCE DOCUMENTATION

1A. ANY CLEARANCE / ACCEPTANCE GRANTED WILL BE BASED UPON THE VESSEL CLEARANCE WARRANTIES, Q88, CREW MATRIX, AND SUPPORTING DOCUMENTATION FORWARDED TO OMV. SHOULD ANY ISSUE ARISE AT THE TIME OF CALL DUE TO WRONG INFORMATION, OMV WILL REJECT ALL RESPONSIBILITY AS A CONSEQUENCE OF THIS MISINFORMATION.

NOTWITHSTANDING PRIOR ANY ACCEPTANCE OF A VESSEL, OMV RESERVES THE RIGHT TO REJECT THE VESSEL ON ANY REASONABLE GROUNDS. E.G., THE VESSEL IS INVOLVED IN AN INCIDENT WITH THE POTENTIAL TO JEOPARDISE THE SAFETY OF LOAD AND/OR DISCHARGE OPERATIONS I.E. IF SUCH AN INCIDENT OCCURRED, EVEN AFTER THE ACCEPTANCE OF THE VESSEL, OR INFORMATION IN RESPECT OF ANY PREVIOUS INCIDENT WAS NOT IN THE PUBLIC DOMAIN AT THE TIME OF ACCEPTANCE, OMV RESERVES THE RIGHT TO REJECT THE VESSEL.

YES | NO

ENI CLINCAGE CLAUSE FOR CRUDE OIL / FUEL OIL CARGOES

- | | | | |
|----|---|-----|----|
| A. | VESSEL IS ON HER MAIDEN VOYAGE | YES | NO |
| B. | VESSEL IS ON HER FIRST VOYAGE EX DRY DOCK | YES | NO |

IF YES TO EITHER OF ABOVE THEN THE ENI CLINCAGE CLAUSE AS FOLLOWS TO APPLY. OWNER AND CHARTERER RECOGNISE THAT, THE VESSEL BEING ON HER MAIDEN VOYAGE, EX LAY-UP, EX DRY DOCK OR EX DRY-CARGO, A CLINCAGE OF A GREATER DEGREE THAN NORMAL CAN BE ANTICIPATED. THEREFORE, FOB VALUE OF CARGO AS WELL AS FREIGHT FOR ANY SHORT OUT-TURN CARGO QUANTITY (AS DETERMINED BY AN INDEPENDENT SURVEYOR BY COMPARING THE BILL OF LADING (B/L) QUANTITY WITH THE QUANTITY ACTUALLY DISCHARGED ASHORE ON THE BASIS OF SHORE TANKS GAUGES) SHALL BE DEDUCTED FROM THE FREIGHT TO THE EXTENT THAT SUCH QUANTITY EXCEEDS 0,2 PERCENT OF THE B/L QUANTITY.

PLEASE NOTE: VESSELS ON THEIR MAIDEN VOYAGE OR FIRST VOYAGE EX DRY DOCK WILL BE CONSIDERED ONLY IF THE OPERATOR POSITIVELY PASSED AN OMV-TMSA AUDIT AND ON CASE-BY-CASE BASIS.

YES | NO

OPERATOR TO PROVIDE:

1B. Q88 (INTERTANKO FORMAT), NOT OLDER THAN MAX 4-5 DAYS.

YES | NO

1C. CREW MATRIX (OCIMF FORMAT) CLEARLY SHOWING THE DATE AND VESSEL NAME, NOT OLDER THAN MAX 4-5 DAYS – IF THERE ARE ANY CREW CHANGES PRIOR TO THE COMPLETION OF THE VOYAGE, OPERATOR MUST ADVISE OMV VETTING (NOTIFICATION TO BE SENT TO vetting@omv.com). ANY CHANGES TO BE APPROVED BY OMV VETTING. ALTERNATIVELY, OWNERS/SUPPLIERS CAN RECONFIRM THAT THE CREW MATRIX SUPPLIED IS STILL VALID FOR THE CLEARANCE TO BE BASED UPON.

YES | NO

1D. MOORING TAILS / ROPES CERTIFICATES OF THE MOORING EQUIPMENT INSTALLED ONBOARD THE SUBJECT VESSEL CLEARLY INDICATING THE ELONGATION VALUE AT BREAK (COMPLIANCE WITH SIOT PORT REGULATIONS SECTION 7.5 MOORINGS). THESE CERTIFICATES MUST BE ONBOARD AT ARRIVAL AT SIOT TERMINAL TRIESTE READY TO BE PRESENTED TO TERMINAL OFFICIALS.

PLEASE NOTE: IN CASE THE TAILS CERTIFICATES CANNOT BE PRESENTED DURING THE VESSEL CLEARANCE, OMV VETTING WILL ISSUE A “CONDITIONAL ACCEPTANCE”. OWNERS / OPERATORS MUST CONTACT OMV VETTING AND PRESENT THE CERTIFICATES AS SOON AS POSSIBLE, LATEST 3 DAYS PRIOR VESSEL ARRIVAL IN TRIESTE. FULL VESSEL ACCEPTANCE CAN ONLY BE GRANTED WHEN CORRECT TAILS CERTIFICATES HAVE BEEN PRESENTED TO OMV VETTING. ALL TIME AND EXPENSES ARE ON OWNER’S / OPERATOR’S ACCOUNT IF TAILS / EQUIPEMENT ARE NOT IN LINE WITH SIOT PORT REGULATIONS.

YES | NO

2. SUPPORTING DOCUMENTS

OPERATOR CONFIRMS / ACKNOWLEDGES THE **OMV SUPPORTING DOCUMENTS**, WHICH ARE LISTED UNDER SECTION “DOWNLOADS” - “SUPPORTING DOCUMENTS” ON THE OMV VETTING LINK → <http://adriaticvetting.it/clearance-request/> (IF APPLICABLE FOR THIS VOYAGE). OMV VETTING, IF NECESSARY, RESERVES THE RIGHT TO REQUEST ADDITIONAL DOCUMENTS OF VETTING / SAFETY / TECHNICAL NATURE DURING THE VESSEL CLEARANCE PROCESS.

YES | NO

3. OMV VETTING INSPECTION

IF THE SUBJECT VESSEL WAS NEVER PREVIOUSLY **SIRE INSPECTED BY OMV** OR THE DATE OF THE LAST OMV INSPECTION IS NOT WITHIN THE BELOW MENTIONED PERIOD BASED UPON THE VESSEL’S AGE OR IF THE SUBJECT VESSEL IS EX DRY DOCK AND/OR MAJOR REPAIR / MODIFICATIONS HAVE BEEN MADE TO THE VESSEL, THEN THE OPERATOR MUST ACCEPT A FRESH OMV INSPECTION DURING DISCHARGE, TO BE PERFORMED BY A SIRE-ACCREDITED INSPECTOR NOMINATED BY OMV. ALL INSPECTION FEES AND TRAVEL COSTS ARE AT OWNER'S TIME AND EXPENSE.

VESSEL'S AGE	OMV SIRE VALIDITY
0 - 5.0 YEARS	12 MONTHS
5.1 - 10.0 YEARS	9 MONTHS
10.1 - 15.0 YEARS	6 MONTHS

NOTE: OPERATOR MUST ADVISE OMV PRIOR TO ANY CLEARANCE IF ANY OTHER SIRE INSPECTION IS PLANNED TO BE CARRIED OUT BEFORE THE INTENDED OMV VOYAGE OR LESS THAN 30 DAYS BEFORE DISCHARGING DATE. SHOULD THIS BE THE CASE, OMV RESERVES THE RIGHT TO REQUIRE AT LEAST AN OMV SAFETY INSPECTION DURING DISCHARGE WITH THE INSPECTION FEE AND TRAVEL COSTS TO BE AT OWNER'S TIME AND EXPENSE (OMV SIRE VALIDITY MAY BE LIMITED FOR SAFETY INSPECTIONS).

LAST NON-OMV SIRE INSPECTION PERFORMED / PLANNED ON _____

YES | **NO**

4. PORT COMPLIANCE

IF/WHEN CARGO WILL BE LOADED INTO SLOPTANKS, A WRITTEN CONFIRMATION COUNTERSIGNED BY INDEPENDENT SURVEYOR AT LOADPORT TO CONFIRM THAT SLOP TANKS WERE EMPTY/WELL STRIPPED AND FREE OF SEDIMENTS. THIS MUST BE MADE AVAILABLE AT DISCHARGE PORT TRIESTE, IF THERE ARE ANY SLOPS ON BOARD THEN THEY ARE TO BE KEPT FULLY SEGREGATED, NO LOAD ON TOP ALLOWED.

YES | **NO**

OPERATOR CONFIRMS THAT SUBJECT VESSEL IS FITTED WITH CLOSED ULLAGE SYSTEM IN ACCORDANCE WITH SOLAS EDITION 2014 CHAPTER II-2 REGULATION 4, 5.5.3.3.

YES | **NO**

OPERATOR CONFIRMS THAT THE VESSEL HAS A VALID ISPS CERTIFICATE AND THAT ISPS COSTS CURRENTLY AT SECURITY LEVEL 1 ARE TO BE FOR OWNERS ACCOUNT.

YES | **NO**

4A. MOORING

TO ASSURE SAFE MOORING OPERATIONS, THE VESSEL MUST COMPLY WITH OCIMF MOORING EQUIPMENT GUIDELINE - MEG - 4TH EDITION.

YES | **NO**

4B. H2S

WHERE THE CARGO TO BE LOADED ON BOARD THE SUBJECT VESSEL HAS THE POTENTIAL TO CONTAIN LEVELS OF H2S IN THE VAPOUR SPACE, INCLUDING BUT NOT LIMITED TO CRUDE, HEAVY FUELS AND NAPHTHA, THE OPERATOR SHALL ENSURE THE VESSEL'S MASTER:

1. REQUESTS SHORE SIDE H2S READINGS IN LIQUID/VAPOUR AND A MSDS FROM THE TERMINAL BEFORE LOADING THE SAID CARGO AND PROMPTLY PROVIDES COPIES OF THE SAME TO CHARTERERS AND SHALL ISSUE A NOTE OF PROTEST IF THE TERMINAL DOES NOT PROVIDE H2S READINGS AND/OR MSDS.
2. TESTS THE CARGO VAPOUR SPACES FOR H2S AS SOON AS POSSIBLE FOLLOWING COMPLETION OF LOADING AND THEN PROMPTLY INFORMS CHARTERERS OF THE RESULTING H2S LEVELS, MEASURED IN PARTS PER MILLION (PPM).

NOTWITHSTANDING ANY OTHER CARGO TANK VAPOUR TESTS CARRIED OUT PURSUANT TO CHARTERERS' INSTRUCTIONS DURING THE VOYAGE THE VESSEL'S MASTER SHALL ENSURE THE CARGO TANK VAPOUR SPACES ARE TESTED FOR H2S 24 TO 48 HOURS BEFORE ARRIVAL AT THE DISCHARGE PORT. CHARTERERS AND THE DISCHARGE TERMINAL SHALL BE INFORMED OF THE RESULTING H2S LEVELS, MEASURED IN PARTS PER MILLION (PPM) 24 HOURS PRIOR TO ARRIVAL AT THE DISCHARGE PORT.

YES | **NO**

FOR CARGOES WITH H2S CONTENT IN GAS OPERATOR CONFIRMS THAT THE ADDITIONAL MEASURES MENTIONED BELOW ARE IMPLEMENTED ON BOARD THEIR MANAGED VESSEL:

- A. ON BOARD H2S REFRESH TRAINING BEFORE ARRIVAL AT DISCHARGE PORT, WITH PARTICULAR CARE OF TOXIC SPILLAGE AND RELEVANT PPE.
- B. SUFFICIENT PPE MUST BE AVAILABLE FOR ALL PERSONNEL ON DECK, WHICH INCLUDES BUT NOT LIMITED TO EEBD, MASKS, PERSONAL GAS DETECTORS, ETC (BOTH FOR STANDARD AND PARTICULAR OPERATIONS). IN CASE OF VISITORS ON BOARD, THEY MUST BE ESCORTED BY VESSEL'S CREW PERSONNEL EQUIPPED WITH PERSONAL GAS DETECTOR AND ADDITIONAL EEBD.
- C. ALL H2S EQUIPMENT IS IN 100% OPERATIONAL WORKING CONDITION AND TIGHTNESS (I.E. P/V VALVES, UTI, ETC.) IN ORDER TO AVOID ANY EMISSION AT ANY TIME. THE EQUIPMENT MUST BE FULLY IN COMPLIANCE WITH ORIGINAL MAKER DESIGN (E.G. NO MANUMISSION/AMENDMENTS/EXTRANEIOUS MATERIALS ADDED – LIKE SILICON ON P/V VALVES ETC.)
- D. ENSURE THAT VESSEL TRANSMITS TO OMV VIA EMAIL THE H2S CONTENT FROM ALL CARGO TANKS ON A DAILY BASIS.
- E. OPERATOR MUST IMMEDIATELY NOTIFY THE TERMINAL AND OMV IF SAFETY CONDITIONS ARE NOT MET DURING SEA VOYAGE: PERIL BEHAVIOR OF CREW COULD LEAD TO IMMEDIATE BANNING OF OPERATOR'S VESSELS IF THE EQUIPMENT FAILURE WAS KNOWN PRIOR BERTHING OPERATIONS AT DISCHARGE PORT (OMV HAS THE RIGHT TO REQUEST AN ADDITIONAL INVESTIGATION IN CASE OF ANY DOUBT).

PLEASE NOTE: THESE ARE MINIMUM REQUIREMENTS BUT VESSEL MUST ALWAYS BE IN COMPLIANCE WITH LOCAL, NATIONAL AND INTERNATIONAL REQUIREMENTS AND REGULATIONS CONCERNING SAFETY EQUIPEMENT AND SAFETY PROCEDURES:

YES | NO

TYPE OF H2S MEASUREMENT EQUIPMENT AVAILABLE ON BOARD:

MAXIMUM MEASUREMENT CAPACITY IN PPM:

4C. IGS/COW MACHINES/HEATING PLANTS

OPERATOR CONFIRMS THAT PLANTS ARE IN 100 % WORKING AND GAS TIGHT (WHERE APPLICABLE) CONDITION AND THAT THE CREW IS FAMILIAR WITH OPERATIONAL PROCEDURES.

YES | NO

4D. IGS PLANT

OPERATOR CONFIRMS THAT THE SYSTEM IS TO BE USED DURING CARRYING AND DISCHARGE CRUDE OPERATIONS TO MAINTAIN THE VESSEL IN A FULLY INERTED CONDITION AT ALL TIMES.

YES | NO

4E. COW MACHINES

OPERATOR CONFIRMS THAT THE VESSEL IS EQUIPPED WITH PROGRAMMABLE COW MACHINES.

YES | NO

5. SIOT TERMINAL COMPLIANCE (applicable for Trieste SIOT Terminal)

FOR DETAILS, PLEASE REFER TO PORT AUTHORITY REQUIREMENTS AND SIOT PORT REGULATIONS (AVAILABLE ON THE OMV VETTING LINK: <http://adriaticvetting.it/clearance-request/>)

5A. OMV PRE-BERTHING INSPECTION (PBI) IN TRIESTE

OMV RESERVES THE RIGHT TO PERFORM A PHYSICAL PRE-BERTHING INSPECTION (PBI) AT ROADS / ANCHORAGE IN TRIESTE IF DEEMED NECESSARY. THE FOLLOWING SITUATIONS MAY LEAD TO AN OMV PBI:

- THE VESSEL HAS NEVER CALLED SIOT TERMINAL, THE OPERATOR HAS NO OMV TMSA AUDIT AND OMV HAS NEVER SIRE INSPECTED THE SUBJECT VESSEL BEFORE OR
- OMV VETTING FINDS ANY POTENTIAL SAFETY AND/OR SIOT COMPLIANCE RISKS DURING THE CLEARANCE PROCESS OR

- MAJOR SAFETY RISKS WERE FOUND ON PREVIOUS INSPECTIONS ONBOARD THE SUBJECT VESSEL OR ONBOARD ANY OTHER VESSEL OF THE OWNER'S / OPERATOR'S FLEET

THE INSPECTOR FOR THE PBI WILL BE APPOINTED BY OMV VETTING. THERE WILL BE NO COSTS ON OWNERS' / OPERATOR'S ACCOUNT UNLESS OTHERWISE AGREED UPON.

YES | NO

5B. SIOT TERMINAL MOORING REQUIREMENTS

OPERATOR CONFIRMS THE VESSEL'S FULL COMPLIANCE WITH SIOT TERMINAL MOORING LINES SAFETY AND MAINTENANCE CRITERIA (SEE TERMINAL INFORMATION AND PORT REGULATIONS 2022 SECTION 7.5) AND MOORING TAILS / ROPES CERTIFICATES CLEARLY SHOWING THE ELONGATION VALUE AT BREAK TO BE ONBOARD READY TO BE PRESENTED TO TERMINAL OFFICIALS.

NOTE: THE FOLLOWING SIOT TERMINAL MOORING LINES SAFETY AND MAINTENANCE CRITERIA ARE IN PLACE:

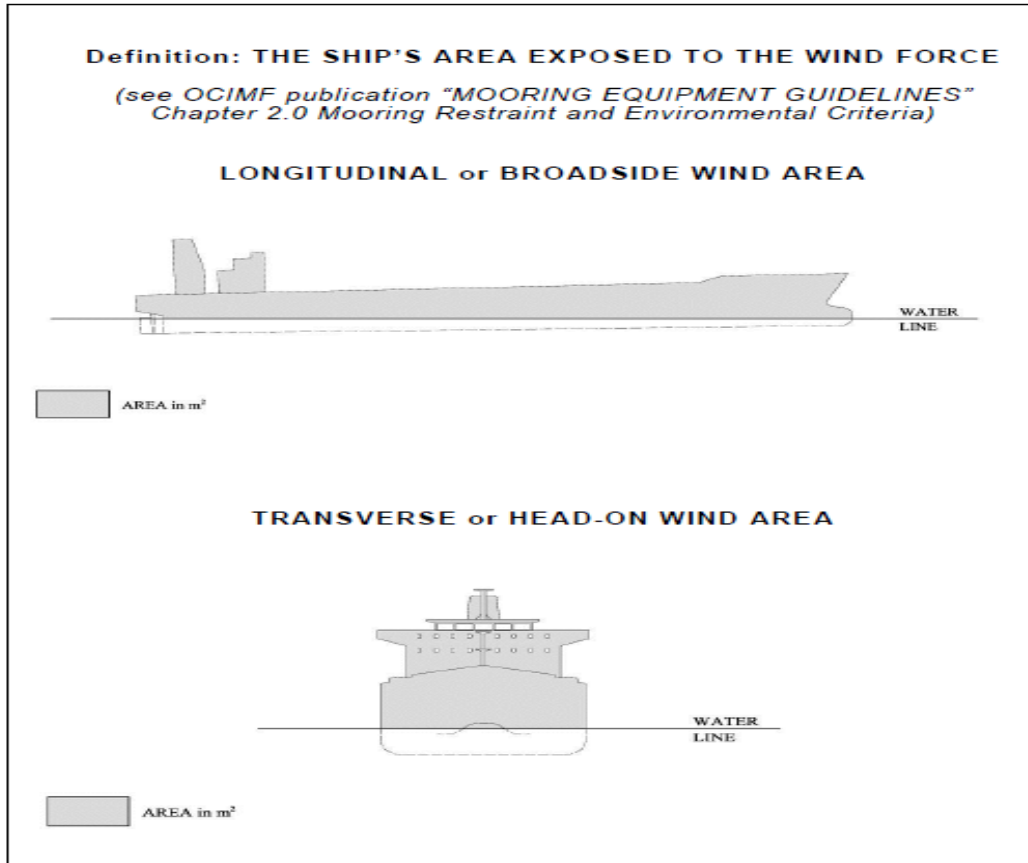
- A. ALL MOORING LINES SHALL HAVE A RESIDUAL STRENGTH NOT LESS THAN 75% OF SHIP DESIGN MBL.
- B. HAND SPLICING MOORING WIRES CANNOT BE USE AT SIOT TERMINAL.
- C. ALL SYNTHETIC TAIL SHALL HAVE A MAX 2000 HOURS SERVICE RETIREMENT.
- D. ROPES AND MOORING TAILS MADE BY:
 - i. POLYAMIDE (I.E. NYLON), OR
 - ii. OTHER SYNTHETIC FIBERS HAVING THE ELONGATION AT BREAKING HIGHER THAN 20%CANNOT BE USE AT SIOT TERMINAL. POLYESTER (PES/PET) FIBERS ARE PREFERRED. THE MANUFACTURER CERTIFICATES REPORTING THE CONSTRUCTION MATERIAL AND THE ELONGATION CHARACTERISTICS OF THE MOORING ROPES/TAILS SHALL BE AVAILABLE ON BOARD.
- E. EVERY 30 MONTHS ALL WIRES ENDS SHALL BE CROPPED AND MECHANICALLY RE-SPLICED, ALTERNATIVELY "END-TO-ENDED".
- F. WIRES "END-TO-END" PRACTICE ACCEPTED ONE TIME ONLY.
- G. MOUNTED WIRES MAXIMUM 90 MONTHS IN USE.
- H. YEARLY OR EVERY 1000 HOURS OF USE (WHOME COMES FIRST) STEEL WIRES HIGH PRESSURE GREASING.
- I. THE SHIP IS REQUIRED TO HAVE A MOORING SYSTEM MANAGEMENT PLAN IN PLACE WITH ITS REGISTER UPDATED – ACCURATE SHIP'S LOG REQUIRED.

YES | NO

5C. WINDAGE

PLEASE CONFIRM VESSEL TOTAL LONGITUDINAL OR BROADSIDE WINDAGE AREA IN BALLAST CONDITION:

PLEASE CONFIRM VESSEL TOTAL TRANSVERSE OR HEAD-ON WINDAGE AREA IN BALLAST CONDITION:



5D. SIOT TERMINAL PRE-MOORING CHECK (PMC)

AT TRIESTE, SIOT TERMINAL MAY ORDER A PHYSICAL PRE-MOORING CHECK WHILE AT ROADS. SHOULD ANY DEFICIENCIES ARISE FROM THE PRE-MOORING CHECK PERFORMED BY SIOT, ALL TIME SPENT WAITING TO BERTH WILL BE FOR OWNER'S ACCOUNT.

YES | **NO**

5E. SIOT H2S REQUIREMENTS

THE OPERATOR CONFIRMS TO COMPLY WITH THE BELOW SIOT H2S REQUIREMENT:

THE VESSEL SHALL DECLARE:

- A.** THE CARGO(ES) H2S CONTENTS INSIDE THE CARGO(ES) VAPOUR SPACES WITH SUFFICIENT ACCURACY.
- B.** IF ANY CARGO TANKS PURGING HAS BEEN CONDUCTED DURING LADEN VOYAGE. IF YES. REPORTING THE H2S CONCENTRATION IN VAPOUR SPACE BEFORE AND AFTER THE OPERATION.

- C. TECHNICAL TIGHTNESS OF ALL CARGO TANKS PENETRATIONS (GAUGING POINTS, P/V VALVES, BUTTERWORTH HOLES AND SO ON). ANY GAS LEAKAGE FROM CARGO TANKS SHALL BE STOPPED.
- D. NUMBER OF (WORKING) PERSONAL H2S ANALYSERS AVAILABLE ON BOARD.

YES | NO

5F. LETTER OF PROTEST (LOP)

HAS THE VESSEL RECEIVED DURING/AFTER THE LAST CALL AT SIOT TERMINAL, ANY LOP ISSUED BY SIOT?

YES | NO

IF YES, PLEASE INDICATE:

DATE OF ISSUANCE:

REASON:

OPERATOR'S COMMENTS (OPTIONAL):

SANCTIONS TERMS

6. US & EU / UN SANCTIONS

OPERATOR / OWNERS CONFIRM THAT THE VESSEL IS IN COMPLIANCE WITH LOCAL AND INTERNATIONAL REGULATIONS AND CONVENTIONS.

YES | **NO**

FOR THE PURPOSE OF THIS CHARTERING POLICY

“SANCTION” MEANS ANY LAWS, REGULATIONS, STATUTES, PROHIBITIONS OR RESTRICTIONS IMPOSED BY THE UNITED STATES, THE EUROPEAN UNION, THE UNITED KINGDOM, SWITZERLAND AND/OR APPLICABLE TO EITHER PARTY (INCLUDING THE DESIGNATION OF ANY VESSEL, VESSELS, FLEET OR FLEETS) RELATING TO THE ADOPTION, IMPLEMENTATION AND ENFORCEMENT OF ECONOMIC SANCTIONS, EXPORT CONTROLS, TRADE EMBARGOES OR OTHER RESTRICTIVE MEASURES INCLUDING BUT NOT LIMITED TO THOSE MEASURES WHICH PROHIBIT OR OTHERWISE RESTRICT EITHER PARTY’S ABILITY TO ENGAGE IN DEALINGS WITH, OR TO IMPORT OR EXPORT PRODUCT, OR SUPPLY PRODUCT OR SERVICES, DIRECTLY OR INDIRECTLY TO A SANCTIONED PARTY. FOR THE AVOIDANCE OF DOUBT, PRODUCT SHALL INCLUDE, BUT NOT BE LIMITED TO, ALL COMMODITIES, FOODSTUFFS AND GOODS.

“SANCTIONED PARTY(IES)” MEANS ANY INDIVIDUAL, ENTITY, BODY, OR ANY VESSEL, VESSELS, FLEET OR FLEETS EITHER A) DESIGNATED OR LISTED UNDER SANCTIONS OR B) HOWSOEVER OWNED OR OTHERWISE CONTROLLED BY ANY INDIVIDUAL, ENTITY OR BODY DESIGNATED OR LISTED UNDER SANCTIONS, OR C) ACTING FOR OR ON BEHALF OF ANY INDIVIDUAL, ENTITY OR DESIGNATED OR LISTED UNDER SANCTIONS OR HOWSOEVER OWNED OR OTHERWISE CONTROLLED BY ANY INDIVIDUAL, ENTITY OR BODY DESIGNATED OR LISTED UNDER SANCTIONS.

“PROHIBITED COUNTRY” MEANS AS PER JUNE 2020: CUBA, IRAN, MYANMAR (FORMERLY BURMA), NORTH KOREA, SYRIA OR ANY OTHER COUNTRY THAT MAY BE ADVISED BY OMV.

OPERATOR / OWNERS ACKNOWLEDGE THAT ANY POSITIVE MATCH WITH SANCTIONED PARTIES OR SANCTIONED COUNTRIES ARE NOT ACCEPTABLE.

OPERATOR / OWNERS ACKNOWLEDGE THAT ANY VESSEL CURRENTLY (OR PREVIOUSLY) REGISTERED, MANAGED, OWNED, DIRECTLY OR INDIRECTLY CONTROLLED OR CHARTERED BY A SANCTIONED PARTY OR BY ANY LEGAL PERSON, ENTITY OR BODY HOWSOEVER CONNECTED WITH OR RELATED TO A PROHIBITED COUNTRY CANNOT BE CONSIDERED.

IN ADDITION, OPERATOR / OWNERS ACKNOWLEDGE THAT VESSELS CURRENTLY FLAGGED, REGISTERED OR CONNECTED WITH OR RELATED TO A PROHIBITED COUNTRY ARE NOT ACCEPTABLE.

OPERATOR / OWNERS CONFIRM THAT THE VESSEL IS FREE FROM THE ABOVE MENTIONED SANCTIONS.

YES | **NO**

7. FLAG HISTORY

HAS THE FLAG OF THE VESSEL BEEN CHANGED **AFTER 24/02/2022?**

YES

NO

IF YES, PLEASE INDICATE:

DATE OF CHANGE:

PREVIOUS FLAG:
